

Aviation

ARNG Aviation: Flight Regulations

Summary. This is a major revision of NGR (AR) 95-1, issued to coincide with the updated AR 95-1, 30 May 1990, which is applicable to the ARNG except as modified here.

Impact on New Manning System. This regulation does not contain information that affects the New Manning System.

Applicability. This regulation applies to all ARNG persons involved in operating ARNG aircraft systems.

Supplementation. Supplementation of this regulation is prohibited without prior approval of Army National Guard Aviation Division (NGB-AVN).

Interim changes. Interim changes to this regulation are not official unless authenticated by the Executive, NGB. Interim changes will be destroyed on their expiration dates unless sooner superseded or rescinded.

Internal Control Systems. This regulation is not subject to the requirements of AR 11-2. It does not contain internal control provisions.

Suggested improvements. The proponent of this regulation is the Aviation Division, National Guard Bureau. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to NGB-AVN-O, Building E6810, Aberdeen Proving Ground, MD 21010-5420.

1-2. References

1-2. (Add to para) See appendix A of this regulation also.

1-3. Explanation of abbreviations and terms
1-3. (Add to para) See glossary of this regulation also.

1-4. Responsibilities

1-4c. (Add to para) The Chief, National Guard Bureau (CNGB) develops policy, concepts, requirements, and organization for ARNG aviation elements to support their dual missions as stated in NGR 350-1. For additional ARNG responsibilities refer to NGR (AR) 95-210, Chapter 1.

1-6. Waivers and delegation of authority

1-6c. (Added) Waiver requests. All requests for waivers to AR 95-1 and this regulation, not delegated to the Adjutants General, for ARNG personnel will be forwarded through command channels to NGB-AVN-O.

2-1. Personnel authorized to fly Army aircraft

2-1a(8) (Added to para) This criteria also applies to graduates of the ARNG Aviation Training Site

(AATS) Aeroscout Observer Course or authorized exportable training package.

2-1c. (Added) Personnel authorized to pilot ARNG aircraft will be limited to the following:

(1) Designated Army aviators awaiting or possessing current NGB aviation service orders.

(2) DA/FORSCOM/CONUSA IPs/SPs/MEs/IEs performing training and/or standardization evaluation missions.

(3) Flight surgeons possessing current NGB aviation service orders and physician's assistants possessing current NGB non-crewmember flying status orders in single pilot aircraft with an IP at one set of controls.

2-1d. (Added) Flying of ARNG aircraft by aviators of the Active Army and U.S. Army Reserve is authorized as follows:

(1) Aviators of the Active Army are authorized to pilot ARNG aircraft with the consent of the State Adjutant General concerned. Sufficient control must be exercised to ensure that such use will not interfere with the unit mission and that the aviator presents evidence of current aviation service orders and physical qualification. ARNG aviation units are

*This regulation supersedes NGR 95-1, 1 November 1988.

authorized to support Active Army full-time unit support (FTUS) personnel assigned to the ARNG without reimbursement.

(2) Aviators of the USAR are authorized to pilot ARNG aircraft with the consent of the State Adjutant General concerned. Sufficient control must be exercised to ensure that such use will not interfere with the unit mission and that the aviator concerned meets the requirements as indicated in para 2-1d(1) above and possesses orders issued by the appropriate CONUSA commander attaching him/her for flying to a unit of the ARNG.

2-1e. (Added) Non-ARNG personnel who are authorized to pilot ARNG aircraft will comply with requirements outlined in applicable ARs, NGRs, and State regulations pertaining to the operation of ARNG aircraft.

2-1.1. (Added) Aircrew requirements

a. A minimum of one pilot in command (PC) and one copilot is required for all flights except :

(1) For test flights IAW TM 1-1500-328-25, or

(2) When the operator's manual permits single pilot operation and the mission briefer determines:

(a) An emergency exists, or

(b) Mission-essential operation justifiably dictates otherwise.

b. As an exception to 2-1.1.a. above, a qualified safety observer per NGR (AR) 95-210 may be used in lieu of a copilot on observation/aeroscout helicopters. A safety observer or copilot must be used except when the training program dictates otherwise or when approved by the mission briefer. Aviators and aviation MOS personnel satisfy the requirement for safety observers..

2-4. Aviators restricted to limited cockpit duty

2-4a(3) (Add to para) Individuals performing limited cockpit duty, with flying as a condition of their technician employment and position description, are exempt from this provision.

2-4a(4) (Added) To qualify for limited cockpit duty, applicants must have been performing operational flying either as a career development aviator or in an authorized MTOE/TDA position in the 30 days prior to assignment to limited cockpit duty.

2-4b. (Add to para) Individuals performing limited cockpit duty, with flying as a condition of their technician employment and position description, will continue to meet ATP, SFTS, and APART requirements. The AFTP semiannual maximum applies to limited cockpit duty aviators who must continue to meet ATP, SFTS, and APART requirements.

2-4d. (Added) Officers on limited cockpit duty will not receive operational flying duty credit or aviation career incentive pay unless otherwise entitled by the Aviation Career Incentive Act (DODD 7730.57).

2-4e. (Added) Requests for limited cockpit duty

(1) Requests for limited cockpit duty will be forwarded through channels to NGB-AVN-O:

(a) When an officer in an operational aviation position is promoted to colonel and reassigned to a non-operational aviation position, or

(b) When a colonel in an operational aviation position is reassigned to a non-operational aviation position, or

(c) When a colonel in an operational aviation position is promoted to general and reassigned to a non-operational aviation position.

(2) States must ensure that limited cockpit duty is requested within 30 days of promotion or reassignment or the officer's aviation service will terminate IAW AR 600-105, para 3-3d(2). Requests based on promotion should not be delayed awaiting approval of the officer's federal recognition.

(3) Limited cockpit duty aviators may remain in such status for a period of 1 year. For extension beyond the 1-year period, a request should be submitted to NGB-AVN-O for consideration.

(4) Limited cockpit duty aviators will be reported on the Aircrew Information Report (AIR) RCS: ARNG 167 (R1) as specified in chapter 9, NGR 95-210.

(5) Limited cockpit duty aviators are authorized to fly 60 hours per year. AFTPs may be authorized for days flown other than in an IDT, ADT, or AT status, but not to exceed 24 AFTPs per year. The AFTP semiannual maximum does not apply, except as noted in para 2-4b above.

(6) Request to exceed 60 limited cockpit duty hours per year must be submitted to NGB-AVN-O. In no case will this increase the number of paid AFTPs authorized by NGR (AR) 95-210.

2-5b. (Substitute) Operator and crewmember checklists will be used for all checks from Preflight to Shutdown and Before Leaving Aircraft. While airborne, when time may not permit use of the checklist or when its use would cause a hazard to safety, required checks may be from memory.

2-6. Logging flying time

2-6a(11) (Add to para) Two CH-54 pilots may log pilot (PI) time simultaneously if one is performing pilot duties from the aft-facing pilot station. Pilot in command (PC) duties will not be performed from the aft-facing pilot station.

3-2. Prohibited missions

3-2a. (Add to para) ARNG aircraft will not be used:

(1) To conduct flights for personal convenience or recreation or for attending a sports event or civil celebration in an unofficial capacity.

(2) For flights that will involve the absence of aircraft from its assigned base overnight, except when flights are necessary in performing an official mission IAW approved operations, training, or ferry schedules.

3-2.1 (Added) Obtaining or renewing FAA ratings in ARNG aircraft

a. SAAOs may authorize aviators to obtain or renew FAA ratings during training and service missions when the FAA flight test can be conducted coincident with ATP training prescribed by the commander.

b. The FAA inspector or other authorized flight examiner will not be pilot in command unless on NGB aviation service orders and IP/SP/IE orders by the unit commander.

c. FAA inspectors who are not on NGB aviation service orders may occupy a seat with access to the flight controls only in single pilot aircraft.

3-5. (Substitute) Crew endurance

a. Crew endurance will be per the unit/facility standing operating procedure and the crew endurance scheduling guide, para 3-12, AR 95-3. The ARNG aviator's civilian occupational duties are to be considered. More restrictive limits may be imposed at all command levels when advisable to enhance safe operations. Where circumstances dictate, low priority missions should be refused or deferred. Where essential demands cannot be satisfied within the standards prescribed, requests for additional resources should be submitted to higher headquarters.

b. The unit/facility crew endurance program imposes limits in the interest of improved mental and physical readiness of aviation crewmembers. Benefits depend on the individual's proper use of off-duty time to ensure sound physical and mental fitness. Commanders and responsible supervisors cannot remain constantly aware of the status of each crewmember in regard to the standards imposed by this paragraph. These provisions will be brought to the attention of all flight crewmembers, and each flight crewmember shall be required to advise his/her commander or supervisor when approaching or reaching the prescribed limits.

3-11. Protective clothing and equipment

3-11b. (Substitute) SAAOs may waive clothing and equipment requirements listed in paragraph 3-11a (1) thru (5) for non-tactical multi-engine fixed wing airplanes performing non-tactical missions or training in a non-tactical environment.

3-11c. (Added) All occupants in OH-6 and OH-58 helicopters will wear a flight helmet when occupying the front seat. It is strongly recommended that occupants flying in the back seat also wear protective helmets. The pilot in command should ensure comfort and security of the chin and nape straps. Authorization for additional helmets is found in CTA 50-900, Organizational Clothing and Individual Equipment.

3-16. Maintenance test flights (MTFs)

3-16b. (Substitute) Aviators performing maintenance test flights must be qualified and current per FM 1-544 or NGR (AR) 95-210, chapter 5 in mission, type, design, and series group of the aircraft for which the test flight is required.

3-16c. (Added) FTS instructor pilots may perform maintenance test flights (MTF) per NGR (AR) 95-210, chapter 5. This authority expires 30 Sep 91. When authorized by their military unit commander, FTS IP/SPs may perform MTFs IAW NGR 95-210, chapter 5 in an IDT, AT, or ADT status.

3-17. Maintenance operational check (MOC)

3-17b(1). (Add to para) Training and evaluation of personnel will be IAW NGR 95-210, chapter 5.

3-17b(3) (Substitute) Have written authorization from the commander. This authorization must specify the operations and checks permitted for each applicable aircraft mission, type, design, and series grouping, and must be posted in the facility and unit operations and maintenance offices.

3-17d. (Substitute) Commanders may authorize non-aviator personnel to start, operate, and stop aircraft auxiliary power units (APU) for the purpose of conducting MOCs. These persons will -

(1) Be trained IAW NGR (AR) 95-210, chapter 5.

(2) Have written authorization from the commander. This authorization must specify the operations and checks permitted and must be posted in the facility and unit operations and maintenance offices.

3-17e. (Added) Personnel authorized to perform MOCs in ARNG technician status may also be authorized to perform MOCs in an ARNG military status.

3-17f. (Added) Authority to perform engine starts, engine run-up, and MOCs in airplanes is as defined in TM 1-1500-328-25, chapter 3.

3-17g. (Added) MOC in multi-engine helicopters will be performed IAW TM 1-1500-328-25, paragraph 3-7.

4-4. Emergency procedures training

4-4a. Airplanes

4-4a(1)(b) (Substitute) Simulated engine shutdown on climb-out after takeoff may be accomplished if indicated airspeed is at or above the prescribed velocity for best rate of climb single engine (VYSE) for that airplane and minimum altitude is 300 feet AGL. For airplanes certified under FAR Part 25 (C-23, C-26), simulated engine shutdowns after takeoff may be accomplished if indicated airspeed is at or above V1/Vr regardless of altitude.

4-4b. Helicopters

4-4b(1) (Substitute) Hydraulics-off, autorotations (except from a hover), and antitorque touchdown emergency procedures training in single engine helicopters will be conducted only during aviator and instructor pilot qualification and transition training per formal programs of instruction (POI) at Department of the Army designated training bases IAW chapter 2, NGR (AR) 95-210. The following ARNG sites are defined as training bases for purpose of conducting training required by the ATP or necessary to enhance the readiness of ARNG aviators or units -

(a) **AATS.** Centralized training bases.

(b) **AASF/AAFA/LAASF.**

Decentralized training bases. Touchdown emergency procedures are also authorized for -

4-4b(1)(e) (Added) ARNG aircraft qualification IP/SPs.

4-4.1 (Added) Minimum essential crew requirement for emergency procedures training (EPT)

a. Minimum essential crew is defined as one crewmember per crew station.

b. Flight surgeons or aeromedical physician's assistants are considered minimum essential crewmembers during EPT when there is a requirement for in-flight medical observation or evaluation.

c. Participation of crew chiefs and medics during practice helicopter EPT may be authorized by SAAO or AATS Cdr. When authorized, training will be structured to enhance the crew chief's and medic's ability to cope with emergency conditions aboard the aircraft.

d. The minimum essential crew will be determined by the cdr.

4-5. (Substitute) Flight crews

Flight crewmembers will be -

a. Designated in writing, by the commander, and approved by the State standardization committee, specifying the duties and flight crew stations that they are authorized to fly. This includes any flight crewmember who is authorized to fly (manipulate the controls) ARNG aircraft. AATS commanders are the final approval authority for AATS flight crew designations. A copy of the written designation will be posted in unit, AASF, LAASF, AAOF, AAFA, AATS, and AVCRAD flight operations.

b. Evaluated prior to performing any crew duty from any crew station. An evaluation in a crew duty suffices for any lower crew duty per crew station as follows:

(1) An aviator evaluated as an SP does not need to be evaluated as an IP, UT (except instrument), PC, or PI.

(2) An aviator evaluated as an IE does not need to be evaluated as a UT (instrument), PC, or PI for instruments.

c. Evaluated during APART in the primary aircraft and during each training year in alternate and additional aircraft in each flight crew station where they are authorized to fly.

d. Selected to occupy specific flight crew stations and briefed by the aviation unit chain of command, no lower than platoon leader in TOE units before each flight or series of flights. In TDA units, AASF, LAASF, AAOF, AVCRAD, and AATS selections will be made by the chain of command, operations officer, qualified FTS personnel, or other briefing officers designated by the commander (O5 and above). Selections will be based on proficiency, mission complexity, crew capability, and other factors bearing on the flight.

e. At the flight crew station specified above.

f. An aviator may be designated to perform flight crewmember duties in a maximum of three aircraft series groups (AR 95-1, para 4-3). IP/SP/UT/ME/MP duties may be designated in no more than two aircraft series groups.

4-6. Pilot in command (PC)

4-6a(1) (Add to para) PC is a crew duty assignment and an assignment of command authority for the safe and professional operation of an aircraft.

4-9. Copilot (CP)

4-9a. (Add to para) Copilot, as defined here, duties do not include manipulation of aircraft controls. Although copilots may occupy flight stations, they are not authorized to fly the aircraft.

4-9b. (Add to para) Fixed-wing copilot requirements for flights into forecast IMC for single pilot airplanes are met when the copilot has a current military helicopter instrument qualification, current FAA commercial pilot certification with airplane multi-engine and airplane instrument ratings. Civilian fixed-wing currency will be based on the same criteria as in AR 95-1, para 4-2.

4-9e. (Added) Copilot time may not be used to reduce ATM hour requirements.

4-11. Instructor pilot (IP)

4-11c(1)(b) (Substitute) An IP equivalency evaluation administered by an SP selected by HQDA, in the mission, type, and design aircraft in which IP duties are to be performed. Commanders will coordinate with NGB-AVN-OT prior to beginning training for IP equivalency evaluation. Contact NGB-AVN-OT to obtain DES Memo of Instruction for IP/IE Equivalency Evaluation. Submit request for equivalency evaluation thru CNGB, ATTN: NGB-AVN-OT and CG USAAVNC, ATTN: ATZQ-ES, to HQDA, ATTN: DAMO-TRO.

4-11c(2)(b) (Substitute) An IP equivalency evaluation administered by an SP selected by HQDA, in the aircraft category in which IP duties are to be performed. Commanders will coordinate with NGB-AVN-OT prior to beginning training for IP equivalency evaluation. Contact NGB-AVN-OT to obtain DES Memo of Instruction for IP/IE Equivalency Evaluation. Submit requests for equivalency evaluation thru CNGB, ATTN: NGB-AVN-OT and CG, USAAVNC, ATTN: ATZQ-ES, to HQDA, ATTN: DAMO-TRO.

4-12c(2) (Substitute) Successfully complete an IE equivalency evaluation administered by an IE selected by HQDA. The examinee must be an IP in the aircraft category in which evaluation is conducted. Commanders will coordinate with NGB-AVN-OT prior to beginning training for IE equivalency evaluation. Contact NGB-AVN-OT to obtain DES Memo of Instruction for IP/IE Equivalency Evaluation. Submit requests for equivalency evaluation thru CNGB, ATTN: NGB-AVN-OT and CG USAAVNC, ATTN: ATZQ-ES, to HQDA, ATTN: DAMO-TRO.

4-14. Maintenance test pilot (MP)

4-14a. (Substitute) Aircraft with test flight procedures published in FM 1-544 will only be test flown by qualified maintenance test pilots or those individuals noted in para 3-16c of this regulation.

4-14(b)(2) (Substitute) An equivalency evaluation administered by an ME selected by HQDA. Commanders will coordinate with NGB-AVN-OT prior to beginning training for MP equivalency evaluation. Submit requests for equivalency evaluation thru CNGB, ATTN: NGB-AVN-OT and Assistant Commandant USAALS, ATTN: ATSQ-LES, to HQDA, ATTN: DAMO-TRO.

5-1.1 (Added) Minimum Safe Altitudes

a. All ARNG fixed and rotary wing aircraft will conform to FAR 91-119, Minimum Safe Altitudes.

b. FAR 91-119 paragraphs b and c will apply to ARNG rotary wing operations. In addition, all ARNG aircraft will maintain a minimum 500 feet AGL.

c. Exceptions. Paragraph b above will not apply when:

- (1) Taking off and landing.
- (2) Required during rescue or emergency operations.
- (3) When directed by ATC or when necessary to comply with VFR/SVFR visibility and cloud clearance requirements.
- (4) Required during an instructional period conducted by UT/IP/SP/IE/.
- (5) In an approved tactical terrain flight training area.
- (6) Approved by the SAAO or aviation facility/AATS/AVCRAD commander. (For example, CNOPS operations)

5-2d(2) (Substitute) Flight into turbulence. Aircraft will not be intentionally flown into known or forecast extreme turbulence or into known severe turbulence. Aircraft will not be intentionally flown into forecast severe turbulence unless briefed by the aircrew mission briefer IAW State-developed SOPs that address the following--

5-2e. (Substitute) Approval authority

(1) ARNG pilots in command have flight plan approval authority for aircraft under their control when performing missions directed by the commander when any of the following applies:

- (a) Operating from ARNG aviation flight facilities during non-operating hours.
- (b) Operating from non-ARNG aviation flight facilities.

(c) Transient aircraft.

(2) ARNG pilots in command when operating from their assigned ARNG aviation flight facility during normal operating hours or scheduled facility AFTPs will have their flight plans approved by the facility approval authority.

(3) Facility commanders shall appoint qualified ARNG FTS personnel to act as approval authority at each aviation flight facility.

(4) The duties of the facility approval authority are -

(a) To ensure the flight plan is completed, elements of the mission briefing are complete, and flight plan conforms to local flying procedures.

(b) To perform mission briefing utilizing DA Form 5484-R (or substitute) for flights not under the control of the aviation unit commander.

(c) To perform mission brief utilizing DA Form 5484-R (or substitute) for flights under the control of the aviation unit commander when requested by that commander.

Appendix A References

Section I Required Publications (added)

AR 95-1*

Aviation: Flight Regulations

AR 95-2*

Air Traffic Control, Airspace, Airfield Flight Activities
and Navigation Aids

AR 95-3*

Aviation: General Provisions, Training,
Standardization and Resource Management

DA Pam 385-95

Aircraft Accident Investigation and Reporting

NGB Pam 95-5

Use of ARNG Aircraft

NGB Pam 360-5

National Guard Public Affairs Guidelines

NGR (AR) 95-210

Army National Guard: General Provisions and
Regulations for Aviation Training

NGR 95-3

Army National Guard: General Provisions, Training,
Standardization, and Resource Management

NGR (AR) 350-1

Army National Guard Training

NGR (AR) 385-5

Army National Guard Regional Accident Prevention
Survey Program (RAPS)

NGR 385-10

Army National Guard Safety and Occupational
Health Program

Section II Related Publications (added)

NGR 500-1

Military Support to Civil Authorities

NGR 600-100

Commissioned Officers - Federal Recognition and
Related Personnel Actions

NGR 600-101

Warrant Officers - Federal Recognition and
Personnel Actions

NGR 600-105

Aviation Service of Rated Army Officers

NGR 600-106

Flying Status for Nonrated Army Aviation Personnel

NGR 611-110

Selection and Training of Army Aviation Officers

NGR 614-1

Inactive Army National Guard

AATS Course Catalog

Course Catalog, ARNG Aviation Training Sites (AATS)

NOTE:

*FORSCOM/TRADOC, AMC, WESTCOM, and CONUSA supplements to AR 95-1, AR 95-2, and AR 95-3 are not applicable to the ARNG

Glossary**Section I
Abbreviations (Added)****AAOF**

Army Aviation Operating Activity

AASF

Army Aviation Support Facility

AATS

ARNG Aviation Training Site

ADSW

Active Duty Special Work

AFTP

additional flight training period

AQC

aviator qualification course

ARMS

Aviation Resource Management Survey

ARTEP

Army Training and Evaluation Program

AT

annual training

CAASO

Centralized Army Aviation Support Office

COI

course of instruction

CONUSA

Continental U.S. Army

CSS

Centralized Scheduling Section

EAATS

Eastern ARNG Aviation Training Site

EIDS

Electronic Information Delivery System

FAC

flight activity category

FEB

flight evaluation board

FHP

flying hour program

FSI

Flight Safety International

FTG

flight training guide

FTS

full-time support

IATF

Individual Aircrew Training Folder

IDT

inactive duty for training

LAASF

Limited Army Aviation Support Facility

METL

mission essential task list

MUTA

multiple unit training assembly

PEC

Professional Education Center

RCS

report control symbol

RL

readiness level

RMA

readiness management assembly

RWQC

Rotary Wing Qualification Course

SAAO

State Army Aviation Officer

SFTS

synthetic flight training system

STRAC

Standards in Training Commission

TEC

Training Extension Course

USASC

U.S. Army Safety Center

USC

United States Code

UTA

unit training assembly

WAATS

Western ARNG Aviation Training Site

Section II**Terms (Added)****Army aviation support facility (AASF)**

a. An activity of the State staffed with military technicians/AGR personnel that is responsible for ARNG aviation operations, including support of aviation training and maintenance of supported unit's aircraft. This maintenance support is accomplished through the use of an MTOE parent unit as augmented by selected teams and equipment that provide the necessary maintenance capability.

b. Provides AVUM maintenance support for supported unit's aircraft and allied equipment. Within its capability and upon approval of the supporting AVCRAD, it may provide AVIM level repairs.

Limited Army aviation support facility (LAASF)

a. An aviation facility, staffed by military technicians/AGR personnel, established when geographically required to supplement the AASF in the performance of its mission. The LAASF provides AVUM 1 on the assigned aircraft and is dependent on the AASF for that portion of AVUM 1 for which skills or equipment are not available at the LAASF. This maintenance support is accomplished through the use of an MTOE parent unit as augmented by selected teams and equipment that provide the necessary maintenance capability.

b. Provides support for the administration and conduct of individual aviator flight training and aviation unit flight and maintenance training.

Army aviation operating facility (AAOF).

An aviation facility staffed by full-time support personnel to provide an aviation operational support capability for a geographical area. Provides AVUM maintenance support for aircraft assigned to the AAOF. May provide other maintenance as approved by the supporting AASF or designated higher level maintenance support facility.

Aviation classification and repair activity depot (AVCRAD)

A non-divisional maintenance activity staffed with ARNG military technicians/AGR personnel that is established to provide designated depot, AVIM, and backup AVUM for ARNG aircraft and allied equipment on an area basis. It is also authorized to continue that maintenance support that was constituted under the four levels of maintenance concept (general support). The TDA parent unit, as augmented by selected equipment, will provide the maintenance capability required.

Army National Guard aviation training site (AATS)

A centralized aviation training facility staffed and operated by ARNG military technician/AGR personnel. It is designed to provide individual crewmember training on aircraft systems which TRADOC does not offer or has insufficient quotas to meet ARNG requirements.

State Army aviation officer (SAAO).

A commissioned officer rated as an Army aviator on current NGB Aviation Service Orders, who may be a National Guard military technician/AGR. He/she occupies a special staff position in the State headquarters and is directly responsible to the State Adjutant General for the establishment and staff supervision of the ARNG aviation program within the State, except for the AVCRAD and AATS.

AASF/LAASF/AAOF commander.

An ARNG military technician/AGR who is a commissioned officer and a rated Army aviator on current NGB Aviation Service Orders. He/she is assigned to an MTOE or TDA aviator position and is responsible for implementing and supervising the ARNG aviation program at the AASF.

Aviation classification and repair activity depot commander (AVCRADC).

An ARNG military technician who is a commissioned officer and a rated Army aviator on current NGB Aviation Service Orders. He/she is assigned to a TDA aviator position and is responsible for implementing and supervising appropriate logistical support programs for Army aircraft and allied equipment assigned to ARNG units in the AVCRAD support area.

Aviation life support equipment (ALSE)

ALSE is equipment designed to sustain air crewmembers and passengers throughout the flight environment, optimizing their mission effectiveness and affording a means of safe and reliable escape, descent, survival, and recovery in emergency and combat situations.

AATS commander

An AGR commissioned officer and a rated Army aviator on current NGB Aviation Service Orders. He/she is assigned to the AATS TDA command posi-

tion and is responsible for the overall operation of the AATS. He/she is specifically responsible for implementing formal individual aviation crewmember training courses as determined by CNGB.

By Order of the Secretary of the Army:

JOHN B. CONAWAY
Lieutenant General, USAF
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Distribution: Special

AG - 1
SAAO - 12
POTO - 6
AATS - 500
AASF/LAASF/AAOF - 150
AVCRAD - 24
AVN Unit - 12
HQ FORSCOM (FCJ3-OV) - 12
CDR, First US Army (AFKA-TR-A) - 12
CDR, Second US Army (AFKD-TRA) - 12
CDR, Fourth US Army (AFKE-TR-AD) - 12
CDR, Fifth US Army (AFKB-TR-A) - 12
CDR, Sixth US Army (AFKC-TR-A) - 12
WESTCOM (APOP-AV) - 12
USAAVNC (ATZQ-ES-NG) - 12
USAAVNC (ATZQ-NGB) - 300
USASC (CSSC-ARNG) - 12
CDR, Western Flight Stdzn Branch (DES) - 12
CDR, Eastern Flight Stdzn Branch (DES) - 12
CDR, US Army Transportation School (ATSPQ-ACA-NG) - 12
CDR, US Army Communications & ELelectronics Command
(AMSEL-MMD-R) - 12